In The Claims

What is claimed is:

1. (Currently amended) A method for stopping a vehicle comprising the steps of:

sending a signal requesting the vehicle to stop via a telematic device;

processing the signal within a vehicle ECU; and

~~commencing a vehicle stop sequence~~

stopping the vehicle in response to the signal by applying one or more of the following: a vehicle primary brake system, a vehicle spring brake system, an engine torque reducer, and a vehicle torque limitation device.

2. (Canceled) ~~The method of claim 1, wherein the step of commencing a vehicle stop sequence includes one or more of the following steps: applying a vehicle primary brake system, applying a vehicle spring brake system, applying an engine torque reducer, applying a vehicle torque limitation device, or applying an engine kill switch~~.

3. (Original) The method of claim 1, wherein the vehicle ECU is an anti-locking brake system ECU.

4. (Original) The method of claim 1, further comprising the step of authenticating an operator's identification and transmitting an operator validation signal to said ECU.

5. (Original) The method of claim 4, wherein the step of authenticating the operator's identification is accomplished through use of one or more of the following devices: a fingerprint identification system, a voice recognition system, a magnetic strip security system, or an electronic key or access code security system.

6. (Original) The method of claim 1 further comprising the step of performing a diagnostic check to verify that the vehicle is capable of receiving said signal from said telematic device.

7. (Original) The method of claim 4 further comprising the step of performing a diagnostic check to verify that the ECU is capable of receiving a operator validation signal.

8. (Original) The method of claim 1 further comprising the steps of performing a diagnostic check to verify that the vehicle is capable of receiving said signal from said telematic

device and performing a diagnostic check to verify that the ECU is capable of receiving a operator validation signal.

9. (Original) The method of claim 6, wherein said stop sequence is commenced when said telematic device diagnostic test fails.

10. (Original) The method of claim 7, wherein said stop sequence is commenced when said operator authentication diagnostic test fails.

11. (Original) The method of claim 8, wherein said stop sequence is commences when either the telematic device diagnostic test fails or the operator authentication diagnostic test fails.

12. (Original) The method of claim 1, further comprising the step of resetting the vehicle brake and/or engine systems thereby allowing operation of the vehicle.

13. (Original) The method of claim 12, wherein said step of resetting the vehicle systems is commenced via a signal set from said telematic device.

14. (Original) The method of claim 1, wherein said telematic device is a Qualcomm system.

15. (Original) The method of claim 1, wherein said signal from said telematic device is encoded.

16. (Original) The method of claim 1, wherein said telematic device further provides a vehicle identification signal.

17. (Original) The method of claim 16, further comprising the step of broadcasting a vehicle identifier signal when a vehicle stop identifier signal has been received.

18. (Original) The method of claim 2, wherein said step of commencing a stop sequence further comprises sending a signal to the vehicle primary brake system, the spring brake system, the engine ECU or any combination thereof via an existing vehicle communication bus.

19. (Previously presented) A method for stopping a vehicle comprising the steps of:

communicating a stop signal to a telematic device;

relaying said stop signal from said telematic device to a vehicle;

receiving said stop signal on the vehicle;

transmitting said stop signal to a vehicle ECU; and

transmitting said stop signal to one or more of the following: a primary brake system, a spring brake system, and an engine ECU.

20. (Currently amended) A system for stopping a vehicle comprising:

a receiver that receives a signal from a telematic device and transmits a signal to a vehicle ECU; and

one or more vehicle communication buses connecting said vehicle ECU to one or more of the following: a primary brake system, a spring brake system, an engine ECU;

wherein said ECU processes the signal from said telematic device and delivers a signal along said one or more buses ~~commencing a vehicle stop sequence~~ to stop the vehicle.

21. (New) A method for stopping a vehicle comprising the steps of:

sending a signal requesting the vehicle to stop via a telematic device;

processing the signal within a vehicle ECU;

sending a vehicle stop request signal to the vehicle brake system to apply the brakes; and

applying the vehicle brake system to stop the vehicle.

22. (New) The method of claim 21 further comprising the step of

running diagnostic tests, where said diagnostic tests determine whether a vehicle stop request signal can be received.